

Prices and Prospects.

THE WAR HAS BROUGHT FRESH UNCERTAINTIES TO COKE MARKET

Feel Stimulus of Advancing Tendencies in Iron and Steel.

LABOR MAY BE SCARCER

additions Generally Are Quiet. Producers and Consumers Both Inclined to Hold in Present Situation. By-Product Enlargements.

Special to The Weekly Courier
PITTSBURG, April 4.—The price of the United States iron has brought several fresh uncertainties to the coke market. The iron is expected to stimulate the long-advancing tendency already shown in the pig iron and steel markets, but whether coke will move with other products in this direction is so certain. The prospect is that iron will become scarcer both on account of military preparations and on account of the season of the year in many men turn to other work or work. Much will depend upon the war affects the transportation of iron, which is to be shipped and adapted to war requirements while it is not known whether changes as may be effected will reduce the movement of coal and coke or the reverse.

The coke market is certainly feeling its way there being scarcely any position on the part of either producers or consumers to take hold of furnace coke contracts were made for the first quarter only but either the consumers have since ordered for the second quarter or the producers have since ordered for the second quarter. There is considerable uncertainty of consumption for the second half of the year. Some furnaces would probably be glad to have a price suited for consideration but producers are so wary that far from quoting prices they are indisposed to engage buyers to make a bid for fear they would thereby be committed. A foundry coke on contract on a ton basis has a fixed price of \$9.00 for the second half and has closed at \$9.00. The consumers who did not order several weeks ago when prices were going up are inclined to do anything at this time. There has been a wide range of prices for spot furnace coke in the week. Some of the coke has been picked up on an occasional order of coke forced on the market because the railroads will not load for cars being held have been endeavoring to create the impression of standard coke is lower than it is. There have been sales of coke on both the latter part of last week and this week at \$8.50 to \$9.00. Prices below \$8.50 if made at all would be cover coke of decidedly inferior grade. It is remarkable in circles that when coke supplies are up as they have done in the past, the inferior coke seems to be the market, as a whole is stable as follows:

By-product coke plant of the Belle Iron Works is now producing practically its full tonnage for blast furnaces having first been in operation about three weeks.

The Wickwire Steel company is not ready for operation in a couple months producing 20,000 tons of coke monthly. The Wickwire Steel company is expected to come in within a couple months. Outside coke will be the Briar Hill ovens in the Connellsville region kept in operation.

The pig iron market continues to be better than it was a week ago. The price of pig iron is \$2.00 a ton. The price of pig iron is \$2.00 a ton. The price of pig iron is \$2.00 a ton.

Engineers Still in Field
The engineers of the Erie and Ohio railroads, which have been in the field for some time, have been in the field for some time.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING MARCH 11, 1917.				WEEK ENDING MARCH 24, 1917.			
DISTRICT	Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville	20,738	18,780	17,8	214,280	20,58	18,750	17,8	211,30
Lower Connellsville	17,61	16,221	1,121	150,000	17,61	16,099	1,46	157,134
Totals	38,349	35,001	3,182	360,730	38,182	34,849	3,904	368,434
FURNACE OVENS								
Connellsville	10,184	10,707	1,187	178,000	10,954	11,70	1,187	177,390
Lower Connellsville	826	4,17	3	4,170	4,26	11	30	4,10
Totals	11,010	14,884	1,190	182,170	15,014	11,711	1,217	181,490
MERCHANT OVENS								
Connellsville	1,1	2,981	71	31,740	3,104	2,987	71	4,440
Lower Connellsville	11,810	10,764	1,011	103,10	11,819	10,71	1,177	103,741
Totals	12,921	13,745	1,082	134,840	14,923	13,698	1,248	108,181
SHIPMENTS								
WEEK ENDING MARCH 11, 1917.				WEEK ENDING MARCH 24, 1917.				
To Pittsburgh	173 Cars	127,000 Tons	3,900 Cars		127,000 Tons	3,900 Cars		
To Points West of Pittsburgh	21 Cars	1,303 Tons	3,900 Cars		1,303 Tons	177,200 Tons		
To Points East of the Region	1,3 Cars	1,303 Tons	1,621 Cars		67,198 Tons			
Totals	194 Cars	129,606 Tons	10,421 Cars		970,373 Tons			
	By River	1,000 Tons	By River,		2,300 Tons			

COKE WORKERS TO GET ANOTHER TEN PER CENT INCREASE

United States Steel Corporation Announces Wage Boost for All Subsidiaries.

250,000 MEN TO BENEFIT

Twenty Thousand H. C. Frick Coke Company Workers Directly Affected and Other Operators Employing 200,000 More Pay Truck Scale.

The announcement from the New York Times that the United States Steel Corporation has decided to give a ten per cent increase in wages to its coke workers is a significant move. The company, which is the largest producer of coke in the United States, is expected to benefit 250,000 men. The increase will be applied to all subsidiaries of the company, including the H. C. Frick Coke Company. The Frick company, which is a subsidiary of the United States Steel Corporation, is one of the largest producers of coke in the Connellsville region. The increase in wages is expected to be applied to all coke workers in the region, including those employed by other operators. The increase is a response to the rising cost of living and the need to attract and retain workers in the industry.

NEW COAL COMPANIES

Many New Enterprises Being Lunched by West Virginians.

Coal companies have been incorporated in West Virginia within the past few weeks as follows:
Lena Wood Creek fuel company of Clarkburg chief works in Clay county capital stock \$25,000.
Volga Coal company of Clarkburg with chief works in Barbour county capital stock \$10,000.
The Fishing Camp Coal company of Buckhannon to operate in Wayne district of Letcher county authorized capital \$10,000.
Lambert Smokeless Coal company of Prince on capital stock \$50,000.
Fairmont an Masontown Coal company of Fairmont capital stock \$50,000.
Frank N Mining company of Huntington chief works in Boone county capital stock \$50,000.
Huff Creek Coal company of Letcher county capital stock \$50,000.

LAKE COAL SHIPMENTS

Will Open With Shipments Beginning April 30.

Lake coal shipments to the Northwest are expected to start about April 30. Officially the coal movement opens April 15 with the establishing of the insurance rate for the season but lake reports indicate unusually heavy ice in the channels which will hold back vessel movements until two weeks. In the mean time coal for shipment to the docks for loading vessels has been started more being contemplated and the inquiries indicate that the Northwest market is hungry for fuel.

Government's Big Coal Bill
The United States government spends \$900,000 for coal each year.

BROKEN DAM AT LOCK NO. 4

Cuts Down Coal Output from the Monaca River, the Monaca River, the Monaca River.

The collapse of a dam at Lock No. 4 on the Monaca River has caused a serious interruption in the coal trade. The dam, which was built by the Monaca River Navigation Company, was a critical point in the transportation of coal from the region. The collapse has resulted in a significant reduction in the output of coal from the area, which is expected to last for several weeks. The company is working to repair the dam as quickly as possible to resume normal operations.

LOW FEBRUARY AVERAGE

But Down the Record for the Term Which Was at Rate of 1.4000 Tons.

The average coal output for the month of February was 1.4000 tons, which is a significant decrease from the previous months. The decrease is attributed to the low output of coal from the region, which is expected to last for several weeks. The company is working to increase the output of coal as quickly as possible to resume normal operations.

CITY WANTS A COAL MINE

Cleveland Considering Acquiring Its Own Source of Fuel for Municipal Electric Fueling Plant.

The city of Cleveland is considering acquiring its own source of fuel for its municipal electric fueling plant. The city is currently using coal from the region, but it is looking for a more reliable and cost-effective source of fuel. The city is considering several options, including the acquisition of a coal mine in the region. The city is also considering the construction of a new coal mine in the region. The city is looking for a source of fuel that can provide a steady supply of coal for the city's needs.

SHIPMENTS TO THE TWO DISTRICTS

Were as follows:

The shipments to the two districts were as follows:
District 1: 1,000 tons
District 2: 1,000 tons

THE OUTPUT OF THE TWO DISTRICTS

Assigned by week during 1917:

The output of the two districts was as follows:
District 1: 1,000 tons
District 2: 1,000 tons

GOVERNMENT COAL SUPPLY

The government has decided to increase the supply of coal for the military and naval forces.

IN ADDITION TO THE SUPPLY

The government has decided to increase the supply of coal for the military and naval forces.

THE SUPPLY OF COAL

The supply of coal for the military and naval forces is expected to be increased.

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Production and Output.

TRAFFIC HINDRANCES DEPRIVED COKE CONSUMERS 1,200,000 TONS

COAL TRADE SUMMARY

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And Coke Producers of Several Millions of Dollars in Revenue.

MEANS BIG LOSS FOR YEAR

Unless Shipment Average is Not Very Materially Increased During the Remainder of the Year.

The had losses and interruptions to the coal trade during the first quarter of 1917 and the second quarter of 1917.

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Connellsville Machine & Car Co.

LAFAYETTE PUMPS

Steam, Air or Electric Driven

DUPLEX ELECTRIC MINE PUMP

Size 7 in. by 12 in. Duplex Electric Driven Wood Lined End Pack- ed Plunger Mine Pump, operated by 50 H. P. Motor. Water End is Wood Lined and Lead Lined Throughout.

ELECTRIC HAULAGE—36 in. Diameter; 30 in. Face; Driven
by 25 HP Motor.

**Engines, Mine Fans, Larries, Pit Cars, Cages, Coal Screens, Coke Crushers,
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Outfits for Coal and Coke Works.**

We carry in stock Machinery Supplies, Injectors, Pipe Fittings, Jenkins' Star and Standard Valves, Packings, Leather Beltings, Steel Iron and Nails, Railroad Spikes, Splice Bar Bolts and Nut Locks, Machine and Carriage Bolts, Steel Coke Scraper Heads, Scraper Handles, Coke Oven Valves and

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CONNELLSVILLE, PA.

J. P. THOMPSON, President.
J. V. THOMPSON, Vice President.
ANDREW A. THOMPSON, Treasurer.
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800 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

<p>WORKS: Thompson No. 1 400 Owens, Thompson No. 2 400 Owens.</p>	<p>CONNECTIONS: Pennsylvania R. R.</p>	<p>PITTSBURG OFFICE: 2102 First National</p>
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Near Republic Station, Fayette County, Pa.	Pittsburg & Lake Erie R. R. Baltimore & Ohio R. R.	Bank Building. Pittsburg, Pa.
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OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION.

As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

1. The first part of the document is a header section containing the title "THE EFFECTS OF THE 1997-1998 EL NIÑO ON THE
 2. FISHING INDUSTRY IN THE STATE OF CALIFORNIA" and the author's name "JAMES H. HARRIS".
 3. The second part of the document is a table of contents. The table has two columns: "Page" and "Section". The sections listed are: "Introduction", "Methods", "Results", "Discussion", "Conclusions", "References", and "Appendix". The page numbers for each section are: Introduction (1), Methods (2), Results (3), Discussion (4), Conclusions (5), References (6), and Appendix (7).
 4. The third part of the document is a list of references. The references are: "Harris, J. H. 1997. The effects of the 1997-1998 El Niño on the fishing industry in the state of California. California Department of Fish and Game, Fishery Bulletin 1997-1998, 1-6." and "Harris, J. H. 1998. The effects of the 1997-1998 El Niño on the fishing industry in the state of California. California Department of Fish and Game, Fishery Bulletin 1997-1998, 1-6."

HERBERT DU PUY, President. JOHN C. NEFF, Gen. Mgr.

Connellsville Central Coke Co.
General and Sales Office, 1211 Empire Building, Pittsburg, Penna.

Works:—Low Phos. No. 1, Berbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections
Coke low in Sulphur and Phosphorus and of strong physical structure.

Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt.

Graceton Foundry Coke

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon

make it superior to many. It has the ability to give high melting ratios in your foundry.

CRACETON COKE CO

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Good Job Printing

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Is Not Possible without GOOD STOCK is used, SKILLED WORKMEN to do the

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JOB PRINTING DEPARTMENT lacks none of these essentials. It turns out the HIGHEST GRADE PRINTING, from Visiting Cards to the largest and most com-

licated Office Forms and Commercial Work of every variety and for any purpose.

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One Order will make you a Permanent Customer.

THE COURIER COMPANY

271½ W. Main St., Connellsville, Pa.

NEW LEGISLATION RELATES CHIEFLY TO PREPAREDNESS

Military Measures Divide Attention With Local Option at Harrisburg.

16,000 RECRUITS NEEDED

Safety Committee's Meeting Last Week Reveals Fact That State Has Much to Do to Place Itself on War Footing; List of Bills Passed Finally.

HARRISBURG, April 2.—Local option investigation and preparedness occupied the attention of the Legislature during the past week. While the latter was in the opinion of a majority of the members of both houses the more important, local option received the largest amount of attention as far as the House and Senate was concerned.

The local option bill which had been reported favorably after a public hearing was down on second reading Tuesday by a vote of 127 to 72. This was a falling off of strength compared with former years as far as the days were concerned. Local option leaders pointed out that in a number of instances pledges had been violated by members who during their primary fights had promised to support the local option cause. Messrs. Shattuck and Williams of Crawford county, Splecker of Somerset and Jones of Lackawanna were among those accused of having violated their primary pledges. There are a number of measures pending providing for prohibition by statutory amendment, and a joint resolution provides an amendment to the constitution providing for prohibition. The vote on the local option bill shows that they have no chance of getting by the House.

In the matter of preparedness the Legislature has something to its credit although much remains to be done. Bills have been introduced providing for an armory appropriation of \$1,125,000; for an emergency appropriation of \$150,000, and for the general maintenance of the guard during the next two years at an estimated cost slightly in excess of \$1,000,000.

Another measure provides funds for the placing of the camp at Mount Gretna in good condition, and the emergency fund unexpended during the last two years is also made available.

In addition the Senate also passed by a vote of 31-11 the Buckman bill increasing the state police by approximately 100 men, adding \$16,000 a year to the pay of the men on the force. This bill has been favorably reported in the House, and will come to a vote during the present week.

The outstanding feature as far as preparedness is concerned was of course the meeting of the committee of safety recently appointed by Governor Brumbaugh. This committee was composed of approximately 200 men from all parts of the state, George Wharton Pepper of Philadelphia being chairman. The committee met here Wednesday and provided for a permanent organization, appointing an executive committee of 12 to work out plans. The general idea is to provide a scheme for mobilizing men and materials in this state, in case war is declared with Germany. As yet no provision has been made for financing the committee's activities, it being generally understood, however, that as soon as plans have been worked out, the Legislature will be asked for an appropriation of at least \$1,000,000. While the civilians are planning, the military authorities of the state have been less active. The national guard is at present said to be on a peace footing. Federal requirements have been made as far as the letter of the law is concerned, however, if the guard were suddenly to be called into service, it would be necessary to secure at least 16,000 recruits before Pennsylvania as a whole could report for war duty.

The officers of the guard are of course not required to recruit up to a war footing until an actual call for service has been received. Members of the committee of safety, however, believe that recruiting should be actively presented and that the guard should be placed on a war footing in advance of any possible call for war service. Attention is also called to the fact that while the state has been in possession of the Mount Gretna camp for a great many years, and while it was used exclusively by the troops that mobilized for duty at the border, it is still far from being in proper condition.

Resolutions requiring information as to what is being done both in the line of recruiting and in preparing the armories and camps for the use of the guard will be introduced during the week.

While the local option bill was running its course toward defeat in the House, the Tompkins measure abolishing capital punishment was slipping through the Senate. It passed that body by a vote of 32-12. Curiously enough, all of the Senators recognized as leaders, including Beidleman, Crow, both the Gruffs, Kline, McConnell, McNichol and Chas. A. Snyder opposed the measure. The bill encountered an unexpected snag in the House judiciary general committee, which contrary to expectations has so far declined to report it favorably.

The House has passed finally the following bills:

Senate bill authorizing county commissioners to establish lights on bridges.

Requiring billiard and pool rooms, and bowling alleys to close doors at midnight.

Increasing per capita allowance for ease of insurance.

Senate bill providing for additional securities which may be invested by being designed to assist the farm loan laws operations.

The Senate bill providing that com-

FLAG RAISING AND A BIG PATRIOTIC GATHERING FRIDAY

Elks Take Lead in Stirring Up Sentiment Among People of the City.

ENDORSE WILSON'S ACTS

"Display a Flag," is the Appeal to All Residents; Big Office Buildings Will be a Mass of Color; Hon. Woods X. Carr May be the Speaker.

At a special session of Connellsville Lodge No. 2, P. O. Elks, a resolution endorsing the actions of President Woodrow Wilson in the present crisis was adopted and a telegram to that effect sent to the chief executive of the nation. The telegram follows:

Connellsville, Pa., April 1, 1917.

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FLAG RAISING AND A BIG PATRIOTIC GATHERING FRIDAY

Elks Take Lead in Stirring Up Sentiment Among People of the City.

ENDORSE WILSON'S ACTS

"Display a Flag," is the Appeal to All Residents; Big Office Buildings Will be a Mass of Color; Hon. Woods X. Carr May be the Speaker.

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EIGHTH GRADE BEST SPELLERS

"Mademoiselle" is Word That Proves Struggling Block at the Institute.

A spelling contest between the seventh and eighth grades of the Lower Tyrone township schools was a feature at a teachers' institute of the township held Saturday in Bryan church, Lower Tyrone township, the eighth grade spellers winning a victory over their opponents. There were thirteen spellers from each grade and when the seventh grade contestants had been spelled down, there were four of the eighth grade spellers on the floor as follows: Mary Gault, Myrtle Elder, Laura Newcomer and Ruth Ansell, all students of the Tyrone school of which Miss Edna Torrence is teacher. The last speller went down on "mademoiselle."

The institute was opened with a teachers' meeting held from 9 to 10 A. M. This was followed by devotion conducted by Prof. J. C. Boehm of the South Connellsville high school. Miss Goldie Orin spoke on "How the Grange Can Help the Public Schools." Addresses were given by Stahl Shallenberger, Frank Tarr, and H. C. Colbert, members of the Lower Tyrone township school board. Prof. J. C. Boehm and Rev. H. A. Baum of Dawson. Miss Elizabeth Crawford gave a reading and Miss Edna Torrence read a paper. The musical program included the singing of "America" by the audience, song, "Reuben and Rachel," Anna Belle Sprout and Denny Whippley; song, "Playmates," by Florence Whippley. Following the program the meeting was open for remarks by any of its visitors. Those responding were J. Byron Cunningham, Mrs. Cyrus Whippley, O. S. Nicholas.

SEEDS ALL GONE

Supply at City Hall is Quickly Exhausted.

Following the announcement in the newspapers that free government seeds were being distributed at the city hall to those who applied, farmers from downtown Connellsville, and outlying mountain sections have been coming there this week for seed until the supply has been exhausted.

Residents of the city, who wished to plant gardens in their lawns, made a big hole in the supply, and living here, were able to get the seeds before the farmers could come in. The supply was exhausted early this week, but the farmers continue to ask for them. Many of them are of the opinion that the seeds should have been reserved for those who plant extensively instead of giving them to persons who are going to grow crops on a small basis.

There were 500 to 700 packages sent to the mayor and he distributed some himself, while City Clerk Bixler gave the remainder to any that applied. They are supplied by Congressman R. F. Hopwood.

TWO WIN PRIZES

West Shiders Are Awarded Hand Painted Plates for Best Designs.

Fred Ellis and Luella Penrod, both eighth grade students from the West Side attending the South Side school, have been awarded prizes in a recent contest for the best design for a hand painted plate. Miss Mary Brickman, drawing supervisor, gave each of the students a hand painted plate as a prize.

Some time ago Miss Brickman told her drawing pupils she would give a prize each to the boy and girl drawing the best design to be put on a plate. Miss Brickman first made her choice of the plates and then had a Scottsdale artist, who is an expert at hand painting, give opinions on them. The designs submitted by the two pupils were drawn on plates by Miss Brickman and presented to them.

THREE BOYS HELD

Will be Placed in Reform Institution by Parents.

Following a hearing on charges of breaking and entering preferred by Frank W. Jones, supervising principal of the Connellsville township schools, parents of James and William Keys and of Harry Miller, were instructed to place the boys in reform institutions of their church within 10 days' time or they would be committed to a state penal institution. Alfred Keys, a younger brother of the Keys boys, was discharged. The boys were accused of breaking into the Washington school. Some time ago they entered the Second ward school here and purloined about \$9 and some tickets.

Dunbar Surprise Party.

In honor of her birthday, Mrs. E. B. Gule was tendered a delightful surprise party Saturday evening at her home at Dunbar, by her mother, Mrs. R. O. Bruce, and her sister, Mrs. E. C. Kemp, both of Greenwood. It was attended by 16 guests. The evening was spent very enjoyably, vicarious selections being especially pleasing. Mrs. Gule received a number of pretty and useful gifts, among them being a bouquet of exquisite American beauty roses, a gift from her brother, Frank Bruce. Delicious refreshments were served later in the evening. Mrs. Gule was formerly Miss Pearl Bruce of Greenwood. Among the out of town guests were Frank Bruce of Uniontown and Miss Mabel Ridenour of Scottsdale.

Tyrone School Reunion.

A reunion of the Tyrone school, Lower Tyrone township, will be held Saturday, April 28, in the Tyrone school building. The aim is to have present as many teachers, pupils and patrons of the past years as possible. The assistance of persons by notifying any of these will be greatly appreciated as it will be almost impossible for those in charge to get in communication with all.

SCOTSDALE GIRL WANTS TO ENLIST

Miss Flora S. Sherrick, An Expert Auto Driver, Would Like to Be Army Aviator.

Scottdale may have a woman representative in the United States army shortly, the application of Miss Flora S. Sherrick, of the Arts and Costume shop, having been forwarded to the War Department today. Miss Sherrick hopes to get into the aviation corps.

Several days ago Miss Sherrick made application to Corporal Shelby Templeton, who had temporary recruiting quarters in Scottdale. He informed her that he could not enlist women. Quite undaunted, Miss Sherrick got into communication with Colonel Griffith at Pittsburg, who explained to her just how she could make application to the War Department.

Miss Sherrick is a fearless, level-headed automobile driver, and she is a good mechanic, tearing down an engine being child's play for her. In addition, she is physically fit and, altogether, Colonel Griffith sees no reason why she should not become a recruit for the army. Miss Sherrick prefers the aviation service but would be willing to drive an ambulance or an armored motor car, if she could be accepted into either one of these services.

Miss Sherrick is the first girl in this section to make application to enter the aviation service. Another Scottdale girl talked to Corporal Templeton during his stay

THE SOLVENCY OF R. R. COMPANIES IS NOW THREATENED

By the Rapid Rise in Costs of
Material, Supplies and
Labor.

TOO MUCH REGULATION

Has Resulted in Decline of Railway
Credit; Companies Have Very Little
Control Over Their Expenses
Because of Restrictive Legislation.

If the operating costs of the railroads, including the prices of fuel, material and labor, continue to increase at the present rate, without relief, a large number of railroads are headed straight for receivership and will arrive there during 1918, was a statement which the Joint Congressional Committee on Interstate Commerce heard from Julius Kruttschnitt, chairman of the Executive Committee of the Southern Pacific company. Mr. Kruttschnitt added that if operating costs continued to rise and if traffic should decline approximately to the level reached in 1914, the strongest railroads in the country would be "very sick."

In answer to a question by Representative Sims as to whether the transportation system of the country had broken down, Mr. Kruttschnitt replied:

"I would not put it exactly in that way, but I think it is correct to say that it is breaking down."

Producing figures to show that railroad credit has steadily declined for the past ten or twelve years, Mr. Kruttschnitt showed that during the same period freight and passenger rates had decreased and the cost of supplies had advanced very rapidly. The only means by which the railroads had been able to save themselves thus far, he said, had been the reduction of grades, the straightening of curves and the increase of locomotive power, making it possible to haul heavier trains.

Representative Adamson suggested that the increase in the size and weight of trains has been overdone by the railroads and that Congress might decide to limit by legislation the length of trains.

"If Congress does that," replied Mr. Kruttschnitt, "it will deprive the roads of the only means by which they have been able to live and government ownership of necessity will follow. The constant upward trend in wages and cost of materials has been met only by increasing train loads."

Replying to the suggestion of Representative Adamson that the railroads could run lighter trains at a higher speed with no increase in expense, Mr. Kruttschnitt said that to increase the average time of freight trains from ten to fifteen miles an hour would involve a reduction of 13 per cent. in tractive power, would require an increase of 66,000,000 train miles run and would increase the number of meeting points of trains 28 per cent., with a consequent increase in the opportunities for delays and accidents.

Discussing the higher rates which the railroads have been compelled to pay in recent years to obtain capital, Representative Sims inquired how these rates could be made more stable.

"By insuring the railroads remunerative rates by putting the rate-making power in the hands of one central authority instead of forty-nine, by making possible a quicker and more direct response to the needs of the railroads without wide variation," replied Mr. Kruttschnitt.

Representative Sims asked why the railroads in seeking federal incorporation and exclusive federal regulation of rates did not insist upon the abrogation of all state authority. If they obtained certain concessions now, he suggested, they would return to Congress later for more.

In response to questions as to the reasons for the decline in railway credit, Mr. Kruttschnitt attributed it largely to the growth of oppressive state legislation and regulation.

"The railroads have very little control over their expenses at the present time," he said. "Headlight bills, superfluous crew bills, laws prescribing hours of labor for employees, orders of state commissions to construct needless and ornamental stations for political and monumental purposes, deafness of commissions to please that the management be allowed to use their own judgment in allocating capital for such vital objects as ballasting and heavier rails, the substitution of the judgment of commissions for that of the owners in questions of management, the proneness of legislatures to grant unreasonable demands of organized labor and unwillingness to do anything for the protection of the interests of stockholders; these are some of the reasons why the control of expenses, and to a considerable extent the management of the railroads, have been taken out of the hands of the owners."

The question of what the railroads wanted Congress to do was raised by Senator Townsend. Mr. Kruttschnitt said that the railroads came before the committee asking relief from the multiplicity of management. He said the railroads wanted centralized control and direction; that this condition will make it possible to place securities on a favorable market and to raise the capital so badly needed by the roads.

Subscribe Now.

Subscribe for The Weekly Courier, \$2.00 per year, in advance.

FACTS ABOUT CAR SHORTAGE

Show That the Greatest Traffic Ever
Handled Is Being Moved With a
Small Increase in Equipment.

"Analysis of the statistics regarding the car shortage shows that many misconceptions obtained regarding the true car situation," says the Railway Age Gazette. Many call the present condition the worst which ever existed. On the contrary, the net car shortage February 8, 1907, was 137,847, or almost 7 per cent of the total freight car supply, while the largest net shortage reported during the present period of congestion, viz: 124,873 cars on March 1, 1917, was only about 5 per cent of the total freight car supply.

One of the stock complaints against the railroads has been regarding the alleged "inefficiency" with which they have handled their cars recently. Is that complaint justified? The real test of efficiency is the amount of freight handled with the available supply of equipment. The available supply, has been seriously impaired by the congestion of loaded cars on the Atlantic Seaboard, due to the shortage of ships to take export traffic away. If it had not been for this condition the car shortage would have been much smaller. In spite of the fact that the congestion at the ports has greatly reduced the number of cars available, the figures show that the railroads have been moving more freight than ever before in their history.

The largest traffic ever handled prior to that of the fiscal year 1916 was in the fiscal year 1913. The total freight business handled in 1913 was 14 per cent. greater than that handled in 1912. The total freight traffic handled in 1916 was 12 1/2 per cent. greater than that handled in 1913, and the total freight business handled thus far during the fiscal year 1917 has been from 7 to 10 per cent. month by month, heavier than that handled in the corresponding months of the fiscal year 1916. It should be remembered that the railroads have had to handle this greatly increased traffic with a relatively small increase in equipment, because it has been impossible to get needed cars and locomotives promptly. Furthermore, the recent increase in business came suddenly after a long period of decreasing business. The freight traffic of the fiscal year 1915 was 23 per cent. greater than that of 1914, and that of 1917 may prove to be 40 per cent. greater than that of 1915.

"In any wonder, in view of these facts, that there has been congestion, and is it fair to charge the railroads with inefficiency in the handling of their equipment?"

ROADS ABUSED, HE SAYS

Railways Reaping Wages of Ancestors' Sins, Is Claim.

PITTSBURG, March 30.—Declaring that the sins of our railroad ancestors have been visited, justly or unjustly, upon their children's children, and that notwithstanding the fact that those of the fourth generation are honestly endeavoring to give the public good service, that public distrust, the result of those sins, is the basis of the irrational regulation which at this time is one of the main contributing causes of the unfortunate condition in which the railroads of the country now find themselves; and admitting that the railroad management have lived to rue the policy of a generation ago, the operating vice president of the Pennsylvania Railroad, W. W. Atterbury, delivered a message to a large gathering of transportation and industrial men in this city last night that produced a profound impression upon all who heard it.

The occasion was the annual dinner of the Traffic Club of Pittsburgh. The pioneer organization of the character in the country, its yearly functions always attract many guests from abroad, and that of last night was notable by reason of the unusually large number of them, many having come from remote parts of the country especially to attend it. In compliment to these guests, a reception was held the hour preceding the dinner in the blue room of the William Penn hotel, the scene of the festivities; but at 7 o'clock the entire company, numbering about 700, had moved to the banquet hall.

COMPUTE BACK PAY

B. & O. Men Will Share Big Sum Under
Eight Hour Scale.

The timekeepers of the Baltimore & Ohio railroad here are now computing back pay of railroaders who are affected by the eight hour scale. It will be about a month until all the back pay is made up and division officials say they have no idea what amount of money will be disbursed here. There are about 1,100 railroaders here who will benefit by the scale, of which the engineers will receive the bulk. The conductors, firemen and brakemen will share also.

The checks will be handed to all the men at one time. Some of the checks will be large, according to the estimates of the employees. Some expect to get only \$50, but other estimates double that amount. It is believed that between \$50,000 and \$75,000 will likely be handed out on this division. If each of the 1,100 employees should receive an average of \$75 back pay the amount would reach \$82,500.

Haver Gets Promotion.

W. M. Haver, formerly assistant superintendent of the Pittsburgh division of the Baltimore & Ohio railroad, has been appointed to the superintendency of the Wheeling division, at Wheeling, W. Va., taking up his new position Tuesday.

Coal Freight Rates

TO EASTERN PORTS		ORIGINATING DISTRICT.		
Destination	Rate per Gross Ton of 2,240 lbs.	Pittsburgh	Fairmont	Latrobe
Baltimore, Md.	\$2.00	\$1.85	\$1.70	\$1.50
Chester, Pa.	1.90	1.75	1.60	1.40
Harrisburg, Pa.	1.75	1.60	1.45	1.25
Philadelphia, Pa.	1.60	1.45	1.30	1.10
New York, N. Y.	1.50	1.35	1.20	1.00
Lebanon, Pa.	1.40	1.25	1.10	0.90
New York, N. Y. (via P. & B. R.)	1.30	1.15	1.00	0.80
Philadelphia, Pa. (via P. & B. R.)	1.20	1.05	0.90	0.70
South Bethlehem, Pa.	1.10	0.95	0.80	0.60
Scranton, Pa.	1.00	0.85	0.70	0.50
Atlantic City, N. J.	0.90	0.75	0.60	0.40
To ATLANTIC PORTS via P. & B. R.	0.80	0.65	0.50	0.30
Greenwich, Pa.	0.70	0.55	0.40	0.20
So. Amboy, N. J.	0.60	0.45	0.30	0.10
Harrisburg, Pa. (via P. & B. R.)	0.50	0.35	0.20	0.00
Philadelphia, Pa. (via P. & B. R.)	0.40	0.25	0.10	0.00
Atlantic City, N. J. (via P. & B. R.)	0.30	0.15	0.00	0.00
South Bethlehem, Pa. (via P. & B. R.)	0.20	0.05	0.00	0.00
Scranton, Pa. (via P. & B. R.)	0.10	0.00	0.00	0.00
Atlantic City, N. J. (via P. & B. R.)	0.00	0.00	0.00	0.00

*The rate from the Fairmont District to Johnston, Pa. is \$1.00. The rate from the Fairmont District to Johnston, Pa. is \$1.00. The rate from the Fairmont District to Johnston, Pa. is \$1.00.

TO WESTERN PORTS		ORIGINATING DISTRICT.		
Destination	Rate per Net Ton of 2,000 lbs.	Pittsburgh	Fairmont	Connellsville
Chicago, Ill.	\$0.95	\$0.80	\$0.65	\$0.50
Cleveland, O.	0.85	0.70	0.55	0.40
Columbus, O.	0.75	0.60	0.45	0.30
Indianapolis, Ind.	0.65	0.50	0.35	0.20
St. Louis, Mo.	0.55	0.40	0.25	0.10
Yonkers, N. Y.	0.45	0.30	0.15	0.00
Lake Erie	0.35	0.20	0.05	0.00

The Pittsburgh District includes points east as far as Latrobe and south as far as the Southwest Branch, to and including Ruffalo; south to and including Brownsville and Hazlett on the Pittsburgh, Virginia, & Charleston railroad, eastward to Dawson on the Baltimore & Ohio railroad, and eastward to Dickinson Run and southward to and including Brownsville on the New York Central lines.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffalo; on the Pittsburgh, Virginia, & Charleston railroad except Hazlett and all Monongahela River railroad points east of Dickinson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

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NEW OCEAN OUTLET FROM W. VA. COAL FIELDS IS PLANNED

By Line From Newport News,
Va., to Morgantown, West
Virginia.

USE WESTERN MARYLAND

To Reach the Mountain State from
a Connection East of Cumberland,
Will Provide Entrance Into Wash-
ington City for Western Maryland.

Plans for the construction of a railroad from Harper's Ferry, W. Va., to Newport News, Va., and perhaps from Harper's Ferry in the opposite direction to Morgantown, W. Va., the whole to be about 450 miles long, was revealed in the charter of the Atlantic & Northwestern Railway company, which has been obtained at Richmond, Va., with a minimum capital of \$50,000,000 and maximum of \$100,000,000. The incorporators are residents of Washington, D. C., and the official connection of one of them, William B. Emmer, with the Washington & Old Dominion Railway, has caused a revival of rumors of building a connection between that road and the Western Maryland railway, so that the latter could enter Washington. These rumors have also been stimulated by the recent activities of engineering parties working between Harper's Ferry and Martinsburg, W. Va.

Thus far the incorporators of the Atlantic & Northwestern Railway company are silent concerning their plans, excepting as to the facts necessarily disclosed in the charter. On the part of the Western Maryland railway it is stated that the new plan is none of its projects, although the promoters may desire to make a connection with the Western Maryland and thereby benefit their own interests.

The officers of the new company are: President, William B. Emmer, who is also vice-president of the Washington & Old Dominion railway; Paul Dulany, vice-president, a lawyer, Washington; Benjamin F. Mays, secretary-treasurer, of the same city. All these are also directors, the other members of the board being Charles H. St. John, Albert C. West, John F. Major and John W. Fenton, Jr., all of Washington.

The Washington & Old Dominion railway is 52 miles long from Washington to Bluemont, Va., whence a survey was made some time ago to Williamsport, Md., where it might connect with the Western Maryland. A more direct route, however, would be from Leesburg, Va., to Williamsport via Harper's Ferry, 35 or 40 miles, and if the proposed new line is constructed it would apparently follow the most direct route. It is about 200 miles from Harper's Ferry to Newport News.

A report from Newport News says that the contemplated line is to be constructed as part of a railroad and steamship route plan in which

Charles W. Morse of New York and associates are interested, the idea being to operate ships in connection with the railroad, the vessels plying between Newport News and New York, perhaps including Washington.

NEW BLOOD IN THE WABASH

Complete Re-Organization of Company by New and Strong Interests
Indicate Expansion Plans.

Inasmuch as the intended rehabilitation of the Wabash-Pittsburgh Terminal railway is said to contemplate the ultimate extension of the road to the New River and Pocahontas coal fields of West Virginia, and a possible connection with the Clinchfield, the change of ownership is looked upon as auguring well for the Pittsburgh district.

The company has been succeeded by a new corporation to be known as the Pittsburgh & West Virginia railway. The operation of the road, which has been maintained in good physical condition by Receiver H. F. Baker and General Manager J. C. Code, will be continued with the present staff.

The directors of the Pittsburgh & West Virginia railway is an unusual strong one in respect both of the interests it represents and its personnel, being constituted as follows: Chairman, W. H. Coverdale; H. E. Furrill, president; Haley Fluke, vice president of the Metropolitan Life Insurance company, New York; A. M. Hall, Jr., vice president of the Liberty National Bank, New York; E. R. Tinker, Jr., vice president of the Chase National Bank, New York; W. R. Nicholson, president of the Land Title and Trust company, Philadelphia; J. B. Dennis of Blair & company, bankers, New York; Richard Sutor of Sutor Bros. & company, bankers, New York; Eugene V. R. Thayer, capitalist, Boston; J. C. Chapman, vice president of the Colonial Trust company, Pittsburgh; Asa S. Wing, president of the Provident Life & Trust company, Philadelphia; Arnold L. Sheuer of H. P. Goldschmidt & company, bankers, New York.

A number of these men are also directors of the Clinchfield road and have large interests in the territory served by that line and its connections, which lends color to the statement that an ambitious plan of expansion of the Wabash will be entered upon.

SAFETY RULES

For Installing and Using Electrical
Equipment in Coal Mines.

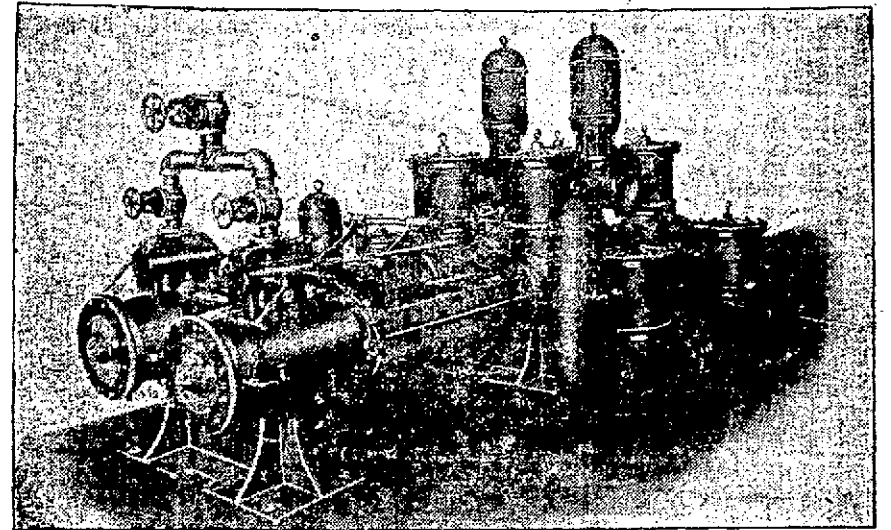
The Bureau of Mines has just published "Suggested Safety Rules for Installing and Using Electrical Equipment in Bituminous Coal Mines" by H. H. Clark and C. M. Means. The preparation of this code of rules, which has been going on for nearly three years, was undertaken to encourage the standardization of safety measures for the prevention of electrical accidents underground.

The code is the result of many conferences held by the authors with mining engineers, mine operators, the engineers of public service companies, and the manufacturers of electrical mining equipment. The rules have been revised many times at the suggestion of the conferees, and, as published, are said to meet with their approval in almost every detail.

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PITTSBURG COAL COMPANY

Lost \$24,000 Tons On Last Year's
Output Due to Unfavorable Oper-
ating Conditions and Delays.

During 1916 the Pittsburgh Coal company mined and handled 18,709,926 net tons of coal, a decrease of 24,510 tons or 0.22 per cent over the previous year.

Production in the Pittsburgh district fell off 1,502,389 tons, or 8.65 per cent. The gross earnings from all sources were \$5,592,790, an increase over 1915 of \$1,372,922, or 25.1 per cent. The net earnings were \$3,114,926, an increase of \$1,490,402, or 90.13 per cent. The net earnings were equal to 11.64 per cent on the proffered stock now outstanding.

Owing to various unfavorable conditions, eight per cent of the company's productive capacity was out of commission during the entire year 1916; the remaining 92 per cent was used but 57 per cent.

The Pittsburgh Coal company of Pennsylvania, which is to succeed the Pittsburgh Coal company of New Jersey, will have an authorized capital of \$40,000,000 preferred stock and \$40,000,000 common, of which \$36,000,000 six per cent cumulative preferred and \$32,199,200 common will be issued. Last year's earnings of \$2,148,926 for dividends were equal to six per cent on the new preferred and approximately three per cent on the new common.

New Making Steel.
No. 4 open hearth furnace of the Youngstown Sheet & Tube company, Youngstown, O., is now making steel.

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Austin Coal & Coke Co., Plants 1 and 2..... 424	H. C. Frick Coke Co., York, Pa. 1,000
Colonial Coke Company, Smuck..... 100	Struthers Coal & Coke Co., Fairbank Works..... 100

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